



**Public Hearing
CITY OF AUSTIN
RECOMMENDATION FOR COUNCIL ACTION**

AGENDA ITEM NO.: 55
AGENDA DATE: Thu 01/13/2005
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SUBJECT: Set a public hearing to consider an ordinance amending Chapters 25-2 and 25-6 of the Land Development Code to establish Transit Oriented Development districts, and to adopt zoning and other regulations applicable in those districts. (Suggested date and time of public hearing: January 27, 2005, 6:00 p.m., City Hall Council Chambers).

AMOUNT & SOURCE OF FUNDING: N/A

FISCAL NOTE: N/A

REQUESTING Neighborhood Planning **DIRECTOR'S**
DEPARTMENT: and Zoning **AUTHORIZATION:** Alice Glasco

FOR MORE INFORMATION CONTACT: George Adams, 974-2146; Sylvia Arzola, 974-6448

PRIOR COUNCIL ACTION: On July 29, 2004 the City Council approved a resolution directing the City Manager to develop regulations regarding Transit-Oriented Development.

BOARD AND COMMISSION ACTION: To be reviewed by Planning Commission on January 11, 2005, Zoning and Platting Commission on January 18, 2005, and Design Commission on January 20, 2005.

On July 29, 2004 the City Council approved a resolution directing the City Manager to develop regulations regarding Transit-Oriented Development (TOD), establish an advisory committee consisting of city staff, board and commission representatives and private stakeholders and to present recommendations regarding TOD regulations to the Design, Planning, Urban Transportation and Zoning and Platting commissions (See Attachment A for the Council Resolution).

City of Austin and Capital Metro staff reviewed how other cities have implemented TOD ordinances, examined research on best practices for TOD and studied existing TODs across the nation. Based on this research, as well as local conditions, staff developed a recommendation for a two-step approach to implement TOD regulations. In Step One an interim TOD Overlay District is established around six Capital Metro Commuter Rail Stations and the proposed Capital Metro North I-35 Park and Ride (See Attachment B for TOD locations). Step Two consists of the preparation of a detailed Station Area Plan (SAP) for each of the Transit Oriented Districts. Once adopted by the Council the Station Area Plan will replace the existing base district zoning and TOD Overlay district with a TOD Zoning district.

The Step One TOD Overlay will not impact existing LDC Compatibility Standards and will not modify the existing zoning, with a few exceptions. The TOD Overlay District does prohibit certain uses that are not supportive of transit and modifies site development regulations that are most critical to creating a pedestrian and transit-supportive environment within the TODs. For example, maximum rather than minimum front building setbacks are defined within the TODs, minimum standards for the ground floor of buildings located along a street are established to insure that new structures contribute to the creation of a pedestrian friendly environment, minimum parking requirements are reduced and maximum parking



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limits are established.

The TOD ordinance also establishes general parameters for the Step Two Station Area Planning process by classifying each of the seven initial TOD locations according to one of four types of TOD (Neighborhood Center, Town Center, Regional Center and Downtown) and defines initial boundaries for three potential intensity zones within each TOD.

The TOD types acknowledge that these TODs have different contexts and differing levels of appropriate development. The intensity zones are referred to as the Gateway, Midway and Transition zones. The Gateway Zone encompasses the area within 300-500' surrounding the station and is generally where the most significant development intensity and public investment should be focused. The Midway Zone includes the area approximately 500-1500' from the Gateway Zone and can be seen as an area with less development intensity and a more residential character. The Transition Zone is the area on the periphery of the TOD where the scale can be adjusted to be compatible with existing or future development. Once a Station Area Plan is adopted, the current LDC Compatibility Standards would apply only within the Transition Zone, not within the Midway or Gateway Zones.

The TOD classifications and zone definitions have no regulatory effect during Step One and can be modified by the Council as part of the Station Area Planning process. They are included in the TOD ordinance to establish a framework for future planning and to inform the community of potential future development standards.

It is anticipated that Station Area Planning on one or more TOD locations would begin within six months of approval of the TOD ordinance and that all Station Area Plans should be complete by the time the Capital Metro Rail is operational in 2008. Several of the proposed stations, including the Plaza Saltillo TOD and the Martin Luther King Blvd. Jr. TOD are essentially in the Station Area Planning process as part of the Saltillo District Redevelopment Master Plan and proposals for the Featherlite tract.

NPZD staff has gathered input on the proposed TOD approach and ordinance in a variety of ways. A Technical Advisory Group, consisting of City of Austin, Capital Metro and Texas Department of Transportation staff has provided technical oversight during the process. A Community Advisory Group consisting of representatives from the Design, Planning, Urban Transportation and Zoning and Platting commissions as well as any other citizens wishing to participate have reviewed the proposed two-step approach and draft ordinance. To date three large advisory committee meetings, four smaller focus group meetings and numerous individual meetings and group presentations have occurred to disseminate information and gather feedback on the ordinance. The Design, Planning, Urban Transportation and Zoning and Platting commissions will review and comment on the proposed two-step approach and ordinance during late December 2004 and early January 2005.